

iMélange

January 2024



Monthly Magazine of The Institute of Marine Engineers (India)





The Institute of Marine Engineers (India)

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2024

Wishing you health, happiness
and prosperity in the new year.

Happy New Year



From the Editor's Desk

Dear Respected Readers,

As we stand on the cusp of a hopeful 2024, we extend heartfelt New Year wishes, envisioning a journey ahead filled with hope, prosperity, and a seamless voyage. In this January 2024 issue, we are elated to present a diverse array of articles that not only capture but embrace the vibrancy and dynamism inherent in our maritime world.

Our odyssey commences with profound insights into the economic benefits of energy-saving devices. In an era where the maritime industry metamorphoses, these innovations promise not merely efficiency but also sustainability, resonating with the industry's profound commitment to a greener, more responsible future.

We then immerse ourselves in the enlightening depths of the Kolkata Branch's technical seminar, where Dr. B.K. Saxena illuminates the critical importance of seaworthiness. In an industry where safety is paramount, this seminar serves as a poignant platform for knowledge exchange, fostering a collective understanding that reverberates through the vast expanse of our maritime landscape.

The luminary presence of DG Shipping Shri Shyam Jagannathan gracing the 19th Foundation Day of The Great Eastern Institute of Maritime Studies in Lonavala adds a prestigious touch to this significant event, embodying the essence of our shared maritime heritage.

Join us in a heartfelt tribute to Shri Deepak Shetty, I.R.S. (Retd.), as he rightfully ascends to his place in the 'Maritime Hall of Fame,' leaving an indelible mark through his contributions and leadership.

As we witness transitions in leadership, the appointment of Shri Unmesh Sharad Wagh as the new Chairman of J. N. Port Authority heralds a new chapter, and we eagerly anticipate the strategic vision he brings to this pivotal role.

The proactive step taken by the Shipping Ministry, constituting a high-level task force to establish the Indian Maritime Centre, echoes a commitment to advancing our maritime capabilities on a national scale.

In a monumental leap, Cochin Shipyard unveils a new dry dock and repair facility, propelling itself onto the global stage. This development symbolizes the industry's relentless pursuit of excellence and expansion, marking a historic moment in our maritime journey.

Gain profound insights into the future as we share a resonating message from the IMO Secretary-General, Mr. Arsenio Dominguez.

Embark on a journey of reflection in our Cohort Reflection as Mr. A. Ranganathan shares an intriguing anecdote, inviting readers to connect with the shared experiences that define our maritime community.

Kindly share your thoughts, insights, and reflections with us at editornewsletter@imare.in by 7th February 2024, and let your voice resound in our upcoming February issue.

SUNIL KUMAR
Honorary Editor – iMélange

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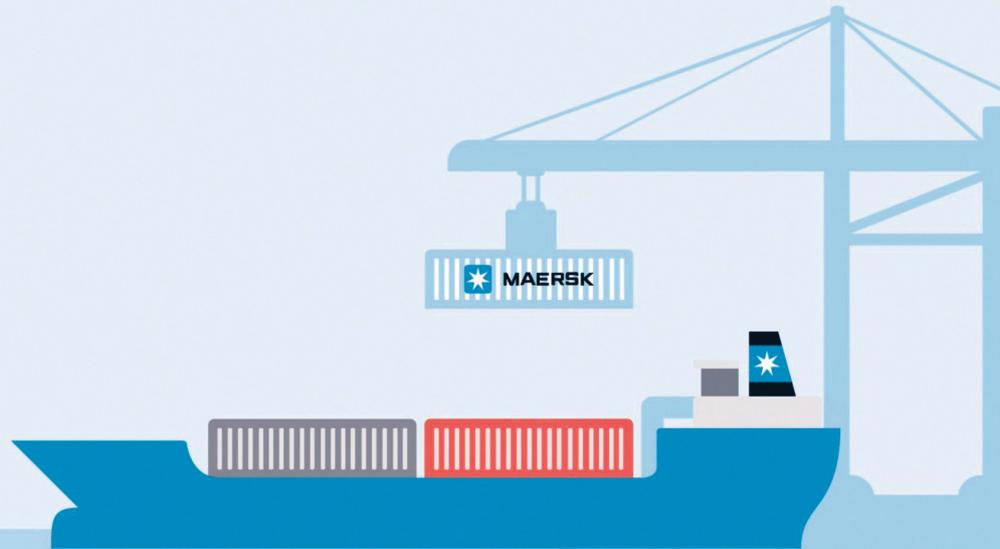
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Energising Insights: Unveiling the Economic Benefits of Energy-Saving Devices



Amazeng Nautical Association (ANA) alumni of marine engineers trained at the renowned Mazagon Docks Ltd, in keeping with their tradition of mentoring and giving back to the fraternity, organised an online webinar on Friday, 22nd December 2023 as part of their continual knowledge sharing endeavours.

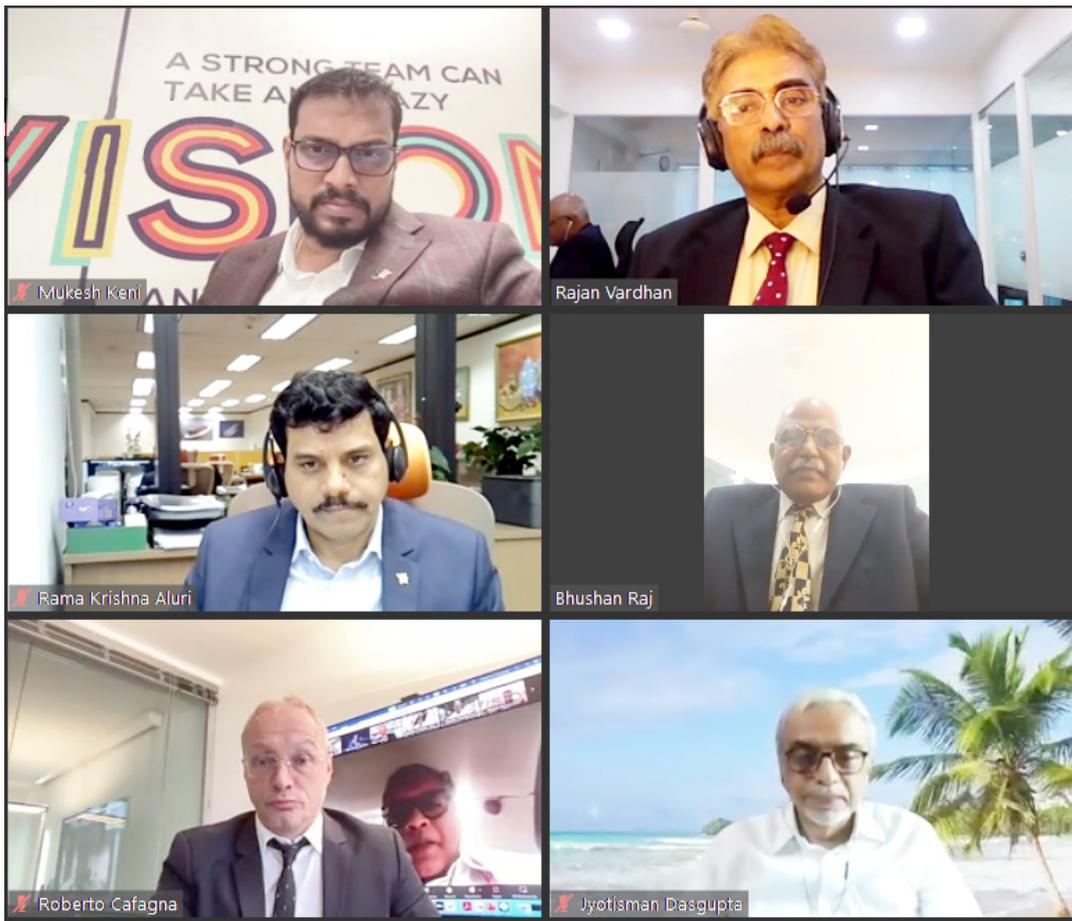
In keeping with their practise of delivering thought provoking sessions, the topic under discussion was the Impact of Energy Saving Devices and the accrued economic benefits to ship owners/managers and related stake holders.

The collaborative partnership extended to the professional brotherhood of members from IME(I)/ IEI/ INA. Participation in the webinar was noted from several allied entities and was graced by industry luminaries, including the **DGS Shri Shyam Jagannathan (IAS)** who encouraged the importance of self- reliant technologies, institutionalising development, organic linking of initiatives with proof of concepts etc.

Guests of Honor being **Shri S M Rai / Cdr B Bhandarkar / Shri David Birwadkar** and **Shri Jyotisman Dasgupta** holding apex level positions across academic and other organisations with a rich bandwidth of domain expertise, presented various industry related perspectives on EEXi / CII / SOx NOx CO₂ etc.

The virtual program began at 1500 hrs, with compere **Shri Bhushan Raj**, Hon Fndr Sec (ANA) welcoming the array of participants and ANA Hon. President **Shri Sanjeev Mehra**, (Kenmark Tech Solutions) sharing insights on the technical and philanthropic objectives being delivered by the Amazeng Nautical Association. The moderator, **Shri Rajan Vardhan** (Ex BV surveyor), then took over to introduce the spectrum of technocrats who had agreed to contribute in the knowledge sharing.

VayuJal Technologies Co – Founder & CEO, **Shri Ramesh Kumar Soni** (IIT, Chennai) spoke on the Atmospheric Water Generators, combining nanotechnology



with bio-mimicry and its environmental advantages in sustaining the water resources. The potential maritime applicability remains wide open for the industry to embrace, as the AWG has proven track records across geographies.

Navalt CEO, **Shri Sandith Thandasherry** (IIT, Chennai/ INSEAD) known to have revolutionised the boating industry with Aditya, the country's first solar powered ferry, spoke on the bouquet of initiatives using AI/ML to deliver predictive results for ship owners to help with industry related environmental compliance and added cost benefits.

Azolla project lead, **Shri Mukesh Keni**, (Ex Ch Eng/Project Manager) having successfully installed over 120 scrubbers onboard ships, presented several options of retrofit devices used at various crucial areas on the hull to augment efficiency and savings for ship owners.

Azratech CEO, **Mr. Roberto Cafagna**, presented credible guarantees on biocide free



Ramesh Kumar

marine friendly hull coatings on ocean going fleet.

SmartShip Hub Master Mariner, **Capt. Shailesh Bhamhani** (MBA/IIM - Kolkata) shared valuable insights on using cutting edge digital technology to stream live data from ships which in turn is analysed by a trained team of

proficient staff in India and provides constant feedback for ship staff to optimize onboard and open water resources.

Chellaram Shipping Deputy Director (Tech), **Shri Aluri Rama Krishna**, spoke on the tangible ROI and benefits accrued from a slew of ESDs successfully used in his fleet over time.

The webinar extended beyond time due to authentic experiences shared and was courteously concluded around 1720 Hrs, by Shri Rajan Vardhan. A vote of thanks was proposed by Shri Bhushan Raj, for the time and inputs from all the panellists, ably supplemented by the Guests of Honour. Mementoes, courtesy Gulf Turbo, were presented by Shri Sanjeev Mehra.

Technical Seminar on “Importance of the Concept of Seaworthiness”



A paper meet was organised at the lecture hall of the Institute's Kolkata Branch on **12th December 2023** on the topic '**Importance of the Concept of Seaworthiness**'. The presentation was made by **Dr Brijendra K. Saxena**, Founder Principal (Retd), Tolani Maritime Institute.

Shri Gautam Sen, Chairman, Kolkata Branch of IME(I), welcomed the gathering.

Dr Saxena, in his talk, mainly dealt with the legal and commercial aspects of seaworthiness and the involvement of different stakeholders like Shipper, Consignee, Time Charterer, Voyage Charterer, Underwriter, Port State, Flag State and Crew. He then described some historical cases, like The Humber Ferryman's Case (1348).

Dr Saxena clarified the definition of seaworthiness as per M S Act (1958), Marine Insurance Act, etc. The importance of

seaworthiness vis-a-vis carriage of cargo and the responsibilities of different parties as per the Hague-Visby Rules were also dealt with in detail. He gave different examples of instances where ships were declared unseaworthy after they started the voyage, and also of ships declared unseaworthy before they even started the voyage. He also discussed in detail the relationship between seaworthiness and classification societies.

In his opinion, ultimate responsibility of maintaining the seaworthiness of a ship lay with the company. Dr Saxena mentioned that latest aspects which affect seaworthiness are: 1) Cyber Risk and 2) Autonomous Ships.

The lecture meet was extremely lively, with participation of the audience throughout. **Mr S. K. Sarkar**, EC Member, offered a vote of thanks to conclude the meet.

DG Shipping Shri Shyam Jagannathan (IAS) inspires & encourages the budding mariners at the 19th Foundation Day Celebration of GEIMS

On the 2nd of January 2024, The Great Eastern Institute of Maritime Studies commemorated its 19th foundation day in a spectacular event. **Shri. Shyam Jagannathan, IAS**, Director General of Shipping, (Govt. of India) graced the occasion as the chief guest, accompanied by the esteemed **Capt. M. P. Bhasin**, MD of MSC Crewing, who was the guest of honour. The event drew the presence of numerous influential figures from the maritime industry and the Maritime Training Institutes, adding to the grandeur of the celebration.

The festivities commenced with a striking march past by the institute's cadets, a display of discipline, respect, and unity among the future seafarers. The subsequent proceedings unfolded in the auditorium, where the Chief Guest, Guest of Honour, Head of the Institute, Principal, Vice-principal, and HOD engineering formally inaugurated the event by the traditional lighting the lamp with the serene Saraswati Vandana being played in the background. **Mr. David Birwadkar**, Head of the institute, introduced the distinguished guests, and the event also marked the launch of the 25th edition of the "True North" an in-house bi-annual magazine. The occasion included the introduction of the new editor, **Mr. Sandip Kulkarni**, succeeding **Mr. S. S. Phalke** who was retiring the next day, along with the unveiling of the new editorial team.

Cdt. Simarleen Kaur then captivated the audience by narrating the rich history of GEIMS. The ex-faculty, faculty and the staff of the institute were also felicitated on stage, thanking them for their continuous efforts towards scaling GEIMS to great heights, most of them have been associated with GEIMS right from the time of its inception. The alumni, considered ambassadors of the institute, were also honored during the event,

many of whom had risen to very high positions in their respective organizations bringing laurels to GEIMS.

Recognizing the industry's efforts to bridge the gender gap, MSC Crewing Services introduced the 'Best Girl Cadet of the Year' rolling trophy with cash prize of Rs. 10000/- Medal and certificate. This prestigious award was bestowed upon Ms. Simarleen Kaur of the DNS 34B batch for her outstanding performance in the year 2023.

The distinguished guests and dignitaries shared their insights and experiences during their speeches. Capt. Bhasin underscored the importance of small actions in shaping future seafarers and encouraged cadets to become ambassadors for both the institute and the merchant navy profession.

Further, since it was Shri. Jagannathan's 2nd visit to the institute, he was impressed by the benchmarks set by GEIMS towards training provided to the cadets. He also spoke about the need for technological advancement across different industries, compliance to

the standards of conventions by the IMU and how, safety and security of seafarers onboard the shipping is given high priority.

The chief guest and guest of honour were presented with mementos as a token of appreciation for their inspiring presence. The celebration reached its pinnacle with a cultural program featuring songs, Bharatnatyam, and Kathak performances by the talented cadets, staff and faculty. The event concluded on a grateful note with a "vote of thanks" proposed by the Vice Principal, **Capt. Ghanashyam Deo** and subsequent playing of the National Anthem marking a glorious celebration of GEIMS' 19th foundation day.

Glimpses of the Event





Happy New Year 2024



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Joint Agreement for Indian Seafarers on Indian Flag Vessels Concluded Ahead of Schedule

The INSA-MUI Agreement for Indian Seafarers on Indian Flag vessels was successfully concluded on December 20, 2023 well ahead of Christmas and the existing Agreement's expiry. The meeting held at INSA office included members from MUI and INSA.





**The Institute of Marine Engineers (India) Mumbai Branch
Navi Mumbai and Gujarat Chapters**

**Technical Seminar
followed by
Annual Meet**

17th February, 2024

**The Mumbai Cricket Association (MCA)
BKC , Bandra East**

**SAVE
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DATE**

**Details to
follow shortly**



Hon'ble President of India, Smt. Droupadi Murmu graces 8th convocation ceremony of IMU Chennai



In the 8th convocation ceremony of Indian Maritime University (IMU) Chennai, **Mr. Sanjeev S Vakil**, GC Member of the Institute of Marine Engineers (India) and Founder & CEO of HIMT Group of Institutes, achieved a significant milestone by earning his PhD from IMU on 27th October 2023. The ceremony marked this noteworthy achievement, graced by the esteemed presence of the Hon'ble President of India, **Smt. Droupadi Murmu**, who served as the Chief Guest for the ceremony.

During the ceremony, the Hon'ble Union Minister of Ports, Shipping, and Waterways, and AYUSH, **Shri Sarbananda Sonowal**, a Guest of Honour, conferred the degree upon Mr. Vakil. Other distinguished Guests of Honour included **Shri R.N. Ravi**, the Hon'ble Governor of Tamil Nadu,

Shri Shripad Naik, the Hon'ble Union Minister of State for Ports, Shipping and Waterways, and Tourism, and **Dr. K Ponmudy**, the Hon'ble Minister for Higher Education, Government of Tamil Nadu.

The ceremony was presided over by **Dr. Malini V Shankar, IAS (Retd.)**, Vice Chancellor of the Indian Maritime University, **Mr. P. Shankar, IAS (Retd)**, the Chancellor of the Indian Maritime University, and **Dr. Rajoo Balaji**, the Pro Vice Chancellor. Notable attendees included stalwarts from the Maritime Industry, adding further significance to the event.

This commendable integration of leadership in maritime education and advanced research truly symbolises his distinguished accomplishments.



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Shri Deepak Shetty, I.R.S. (Retd.) in the 'Maritime Hall of Fame'

Shri Deepak Shetty, I.R.S. (Retd.) was recently featured by a prominent pan-India maritime media outlet in its distinguished publication titled 'Maritime Hall of Fame.' Shri Shetty, a former Secretary to the Government of India and Director General of Shipping, has been recognised for his significant contributions and achievements in the maritime sector. The publication highlights his exemplary career and positions him as a notable figure in the Indian maritime industry.

Mr. Deepak Shetty, I.R.S.(Retd.) is from the Indian Revenue Service (Customs and Central Excise) - 1980 batch. He retired from his civil service career spanning a little over 36 years, at

the end of 2016. He served as Director General of Shipping for 2 years in 2015-16. Prior to this, he was assigned Joint Director General of Shipping for 4 years from 2011 to 2014. He has served in multiple official assignments, across the Ministries of Finance, Textiles and Shipping in the Government of India.

He currently serves as Senior Adviser to the Maritime Anti-Corruption Network (MACN) - Copenhagen, Director-cum-Trustee of the International Seafarers Welfare and Assistance Network (ISWAN) - London, Maritime Sanctions Expert of the United Nations (UN) - New York and is an Independent Director on the Boards of Directors of several Indian companies.



J N Port Authority Welcomes Shri Unmesh Sharad Wagh as New Chairman



The Ministry of Ports, Shipping, and Waterways has given the additional charge of Chairman, Jawaharlal Nehru Port Authority, to Shri Unmesh Sharad Wagh, a 2002 batch Indian Revenue Services (IRS) officer.

The previous Chairman, Shri Sanjay Sethi stepped down from the role after a five-year tenure.

Shri Wagh is currently the Deputy Chairman at Jawaharlal Nehru Port Authority, India's biggest state-owned container gateway, located at Nhava Sheva near Mumbai.

He will hold fort till a full-time Chairman is picked by the government, officials said. Shri Wagh joined Indian Revenue Services in 2002 as an Assistant Commissioner in Central Excise & Customs, Jalgaon, Maharashtra in the year 2002 to 2004. Before joining IRS, he worked as Tehsildar in Government of Maharashtra and Assistant Commandant Railway Protection Force.

He is BE (Mechanical) from COEP Pune, MBA (Materials) & MBA (Finance) from University Department of Management Science (PUMBA) University.

As a Deputy Director and Additional Director, DRI Ahmedabad, he has the experience of intelligence gathering and detecting various instances of commercial fraud, detected Customs duty evasion as well as smuggling activities on various fields. He worked as Under Secretary Tax Research Unit (TRU) and Director Excise in Ministry of Finance. He also worked on deputation to Ministry of IT & Communication, Home and Coal at Delhi. He worked as Additional Commissioner CGST (Vadodara).

Before joining J N Port Authority as Deputy Chairman, Shri Wagh was Commissioner, Customs (Port) Kolkata.

He has experience in the field of policy formulation, intelligence gathering with regard to national security, taxation and legal issues.

Indian Register of Shipping names Shri P K Mishra as JMD

Shri P K Mishra has been appointed as Joint Managing Director of the Indian Register of Shipping (IRS), a member of the International Association of Classification Societies (IACS), effective from January 1, as part of the organization's ambitious plans for rapid expansion and growth.

Formerly serving as the Head of Operations at the classification society responsible for certifying ships for seaworthiness, Shri P K Mishra, who initially joined the Indian Register of Shipping as a surveyor in 1998, has progressively climbed the organizational hierarchy, attaining the position of chief surveyor in 2023.

With close to 25 years of experience in IRS and the industry handling key responsibilities, he has been an integral part of the organisation. Throughout his time in IRS, Shri Mishra has consistently demonstrated leadership, strategic thinking, and a commitment to excellence.



"With the rapid expansion in IRS' fleet and new geographical standpoints along with increasing client expectations, the appointment of Shri Mishra as Joint Managing Director would provide the necessary support to top management in further improving the quality and response of our services," said Shri Arun Sharma, Executive Chairman, IRS.

Shri Mishra has been an active contributor to the International Association of Classification Societies through various panels and expert groups. He has represented the Indian Flag in Marine Environment Protection Committee (MEPC) meetings from 2012 to 2022 at the International Maritime Organization (IMO). This includes participating in various IMO meetings such as the Pollution Prevention and Response (PPR) Sub Committee, Assembly and Council.



A panorama of Calicut, on the Malabar coast, shows several types of ships, shipbuilding, net fishing, dinghy traffic and a rugged, sparsely populated interior.

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Shipping Ministry Constitutes High-Level Task Force To Oversee Establishment Of Indian Maritime Centre

The Ministry of Ports, Shipping, and Waterways (MoPSW) has constituted a high-level task force to oversee the establishment of the Indian Maritime Centre (IMC), in a bid to build global credibility for the Indian maritime sector. The main objective of the task force is to provide policy direction for the formation of IMC for smooth and sustainable operationalisation, the ministry said in an office memorandum.

The task force has been constituted under the chairmanship of additional secretary MoPSW, with representation from the domestic maritime ecosystem.

This would help in formation of advisory groups on key topics involving member representatives and independent experts.

The funding and secretariat support of setting up of IMC will be provided by the Indian Ports Association (IPA).

According to the office memorandum, IMC Secretariat shall be built as a world-class facility, including equipped conference area, meeting rooms.

The broad terms of reference of the task force will include - deliberate upon functioning, scope and best structure of the Indian Maritime Centre (IMC) as well as its membership/constitution and standard operating procedures (SOPs), decide the by-laws and internal procedures for IMC, including role of expert committees.

India represents one of the largest and complex maritime industries and the country needs a unified approach to maritime policy across different sub-sectors.

Countries like South Korea and Japan have a unified approach to maritime policy across different sub-sectors.



Institute of Marine Engineers (India)

Kochi Branch

1st floor, Kamalam Towers 48/200(B1), Narayananasan Road,
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VICT	AECS	TSTA
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Cochin Shipyard Set to Take a Giant Leap on Global Stage with New Dry Dock and Repair Facility

India's shipbuilding and ship repair capabilities are set to make a significant advancement as Cochin Shipyard Ltd, the largest shipbuilder in the country in terms of dock capacity, inaugurates a new dry dock and an international ship repair facility in Kochi on January 10, 2024. This marks the company's most substantial investment yet in expanding its capacity, totaling Rs 2,769 crore.

The Rs 1,799 crore new dry dock, the third in the Mumbai-listed yard and India's largest, will put it in the elite list of global yards that can build large LNG carriers, Capesize and Suezmax vessels, oil rigs, semi submersibles and other large vessels.

The Rs 970 crore international ship repair facility at Willingdon Island in adjacent Cochin Port, also state-owned, will bolster India's ship repair capacity and position it as a repair hub in the region.

"With these two projects, we are creating high grade infrastructure for the country," said Mr. Madhu Nair, Chairman and Managing Director, Cochin Shipyard, who is credited with changing the stature of the Kochi-based yard from a sleepy, also ran yard into a shipbuilder of global repute by building India's first indigenous aircraft carrier and other niche vessels encompassing innovative and new technology to promote green shipping.

Cochin Shipyard went public in 2017 and currently has a market capitalisation of about Rs 20,000 crores. The Union government holds 72.86 percent stake in the shipbuilder.

"These kinds of infrastructure projects will create positivity and belief for others in the system," Mr. Nair told describing the new dry dock as a "symbol of national pride and a testament to the engineering and project management capabilities of the nation".

Cochin Shipyard currently can build and repair ships of as much as 1,25,000 dead weight tons (DWT).

The new dry dock will start operations in May/June by laying the keel for a so-called trailing suction hopper dredger (TSHDs) having a hopper capacity of 12,000 cubic metres for state-owned Dredging Corporation of India Ltd (DCI), costing more than Rs 800 crore. TSHDs are used to maintain the channel of ports.

The dredger christened 'DCI Dredge Brahmaputra' will be constructed with technology and design support from IHC Holland B V, the world's largest dredger builder.

This will be the first 'Beagle 12' TSHD of 12,000 cubic metre capacity designed by IHC to be built anywhere in the world. The new generation TSHD's of IHC under the 'Beagle' series are highly popular and known to be efficient and highly reliable dredgers.

The 310 metres long dry dock has a width of 75/60 metres, depth of 13 metres and is equipped with 600-ton gantry crane, making it one of the largest such marine infrastructure in the region. The dock floor is designed to take a load of 600 tons every meter, helping it construct even larger aircraft carriers of 70,000-ton displacement. The dry dock can be utilised for ship construction as well as for ship repairs.

The dry dock was constructed by Larsen & Toubro Ltd, India's biggest engineering and construction firm, while the 600-ton gantry crane was sourced from South Korea's Hyundai Samho Heavy Industries Co., Ltd.

"The dry dock is a strategic asset for the nation. Most importantly, it would eliminate critical dependency on foreign nations in case of an emergency national requirement," Mr. Nair said, noting that the dock has a design life of 100 years.

Some 70,000 metric tons of steel were used to build the dry dock which is 10 times the quantity of steel used in Eiffel Tower; it can hold 242 million litres of water – equivalent to 95 Olympic size swimming pools; it has 5,000 RCC piles – almost 26 times the number of piles installed in Burj Khalifa, and about 5,50,000 cubic metres of excavated material were disposed into the sea – equivalent to relaying 300 football fields. The dry dock has electric cables that runs almost 80 kms and service pipelines running some 20 kms.

The new dry dock will play a key role in skill development for the construction and repair of very large and specialised ships and complex marine structures.

It will generate direct employment for around 2,000 persons with a multiplier effect of 5-6 times and facilitate development of many ancillary and supporting industries

as well as micro, small and medium enterprises (MSME's) besides boosting the local economy.

The international ship repair facility built on 42 acres of land leased from Cochin Port Authority, has a ship lift and transfer system of 6,000-ton capacity suitable for handling vessels of maximum size – 130 metres x 26 metres. It has six workstations which would facilitate independent and simultaneous repair of six vessels, thereby enabling the facility to undertake repairs of some 84 ships in a year.

The new facility will help boost India's ship repair capacity by some 25 percent, which can be further expanded, Mr. Nair.

It will cater to the more than 2,000 Indian owned vessels operating in Indian waters, generating a resident demand for ship repair activities locally.

Further, it will tap the ship repair needs of the defence sector such as the Indian Navy, Indian Coast Guard, Border Security Force, Coastal Police and naval vessels of friendly nations operating in the region.

Moreover, hundreds of vessels calling Indian ports would also require repair and maintenance support. The facility's proximity to the international sea route connecting Southeast Asia to the Middle East would be a key attraction for international ships, thereby making Kochi a global destination for ship repairs.

The ship repair facility will be on par with those available in Dubai Maritime Centre, China and Singapore, creating a big impetus and multiplier effect, including development of ancillary industries in the region, Nair said.

The international ship repair facility will generate direct employment for about 2,000 persons with a multiplier effect of 5-6 times.

Germany's Inros Lackner SE and Tata Consulting Engineers Ltd were the project management consultants for the ship repair facility.

The construction of the ship repair facility was originally awarded to Simplex Infrastructures Ltd. But, more than halfway through the construction, Simplex Infrastructures became bankrupt, and the balance project work was carried out by Kochi-based RDS Project Ltd.

The repair facility's ship lift and transfer system was sourced from a consortium of IMG, Germany and Syncrolift AS, Norway. The Level Luffing Crane were bought from CJSC SMM, Russia and tower cranes from Liebherr, Germany.

The new dry dock and the international ship repair facility, according to Nair, will propel Kochi as a one stop maritime hub for building and repair of all types of vessels.

"Kochi will become a truly global centre of excellence," Mr. Nair said, adding that the yard is a "debt-free" company despite taking up the huge capacity expansion projects.



MASSA Maritime Academy, Chennai

(A Unit of Maritime Training and Research Foundation)
GRADE A1 (OUTSTANDING)

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Vetting Inspections - 2 days

<https://massa-academy-chennai.com/>

Navigating the Future: Key Insights and Initiatives - A Message from IMO Secretary-General, Mr. Arsenio Dominguez



And it's this time of the year when we look back in reflection and excitement of the things that we have done, the things that we could have done, and the things that we're yet to do. Here at IMO, we have a great trajectory of successes. But of course, we can always do more. I don't need to tell you how vital the shipping industry is for the world. And IMO has done much to support its member states, seafarers, the industry and everyone who lives on the planet. For example, during the COVID pandemic, we supported hundreds of individual cases of seafarers, we have

greatly reduced accidents on ships in comparison to the 1990s. With a global sulfur cap introduction in 2020, we greatly increase air quality, and now we have a trajectory for the decarbonisation of the industry. With me as the 10th Secretary General, I welcome you to join us in an era of progression of the organisation, one that leads by example and with higher values from inclusion, diversity, and transparency. I look forward to working with you for the years to come into a new and exciting era to make this maritime sector a much better one.

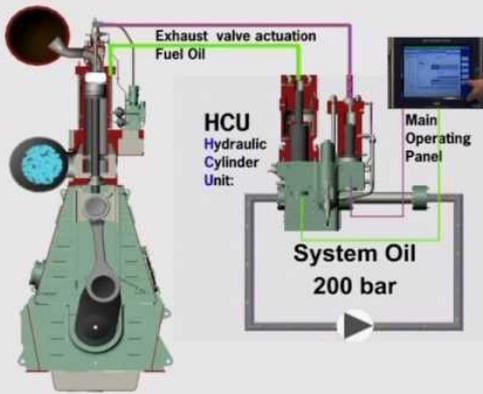


**MASSA Maritime Academy,
Chennai**



**The Institute of
Marine Engineers (India)**

Electronic Engine Familiarisation Course (ME-Type Engine) Delivered online with Cloud access to ME Engine Simulator



This 3 days course is designed for all Ship's Engineer Officers and Electro Technical Officers responsible for the operation of ME Engine. This course consists of technical lessons and practical instructions on the design, principles, operating procedures and maintenance activities for the safe, efficient and optimal performance of the engine system.

Course Aims and Objectives:

The course aims to provide practical understanding of the principles, design, operation and maintenance of the ME Engine System, enabling participants to safely and efficiently operate the engine and perform fault-finding in the control system.

Coverage / Program Focus:

This course deals with the following training areas:

- Introduction to ME Engine
- Hydraulic Power Supply (HPS)
- Hydraulic Cylinder Unit (HCU)
- Engine Control System (ECS)
- Main Operating Panel (MOP)
- Standard Operation

Entry Requirement / Target Group:

Entry is open to all Ship's Engineers and Electro Technical Officers with basic knowledge of diesel engines.

DATE & TIMING

- 29th – 31st Jan 2024/ 27th – 29th Feb 2024/ 26th – 28th Mar 2024/ 23rd – 25th Apr 2024/ 28th – 30th May 2024/ 25th – 27th June 2024/ 29th – 31st July 2024/ 27th – 29th Aug 2024/ 24th – 26th Sep 2024/ 28th – 30th Oct 2024/ 26th – 28th Nov 2024/ 17th – 19th Dec 2024
8:00 am - 4:00 pm IST

VENUE

- Web Platform / Zoom. **APPLICATION LINK:** <https://forms.gle/e4As7kCucR5xoJBm9>

REGISTRATION & PAYMENT :

Rs. 15,000/- /- per participant – inclusive of taxes.

For IME(I) Members 13,500/- per participant - inclusive of taxes.

Payment to be made to: <https://imare.in/buy-online.aspx>

(Under Category - Value added Courses) 10% discount available for IME(I) members

FOR MORE INFORMATION :

@IME(I) - email: training@imare.in, Ms. Anukampa

(M). 9819325273, (T) 022 27701664 / 27711663 / 2771 1664.

@ MASSA Maritime Academy Chennai - email: mmachennai@massa.in.net

Ms. Saraswathi, (T) 8807025336 / 7200055336 .

After registration and payment, please email the details of the receipt to: training@imare.in

Automatic Starting Air Stop Valve (Sulzer Rnd)

The function of the Automatic Starting Air Stop valve is to admit starting air from the Air receivers to the Starting Air system. It is the “gateway” to the starting air manifold, the starting air distributor and the cylinder head air starting valves. Once the engine responds on fuel, the air from the Starting Air system must be vented for safety reasons.

The **AUTOMATIC STARTING AIR STOP VALVE** has three main components that are all assembled in a single housing:

1. The Automatic Valve
2. The Non Return Valve and
3. The Pilot valve

The **Automatic Valve** has two radial ports D that communicate between inner chamber “A” and outer chamber “B”. When starting air enters the valve housing, outer chamber B gets filled up and from this chamber via radial ports D the air also enters into inner chamber A to fill the space. The Automatic valve has an enlarged shoulder-like section (refer “Details of Shoulder” in Illustration -1). There is a small annular space (radial clearance) between the Automatic valve’s spindle and the nut (refer to Detail H – Illustration -1).

It is important to note that the volume of this annular space is greater than the volume of the radial ports D. Thus the rate of venting chamber A is faster than the rate of filling it. This is a critical aspect for the automatic valve to open.

The **Non-Return valve** opens after the Automatic valve opens, and admits starting air into the starting air manifold, the starting air distributor and the cylinder head air starting valves. In the unlikely event of the Automatic valve getting stuck in “OPEN” position, the Non-Return valve functions as safety arrangement to prevent the hot combustion gases to blow-back into the air receiver. Hot combustion gases could cause an explosion in the Starting Air receiver with severe consequences!

The **Pilot Valve** facilitates the venting of the inner chamber “A” of the Automatic valve. The Pilot valve is activated air that is supplied by the Starting Air Pilot valve located at the control console.

As the air receiver valve is opened, even as the Automatic Starting Air Stop valve is manually CLOSED, the chamber “B” is filled with starting air; further the chamber “A” also gets filled via the two radial ducts “D” Refer to Illustration -2

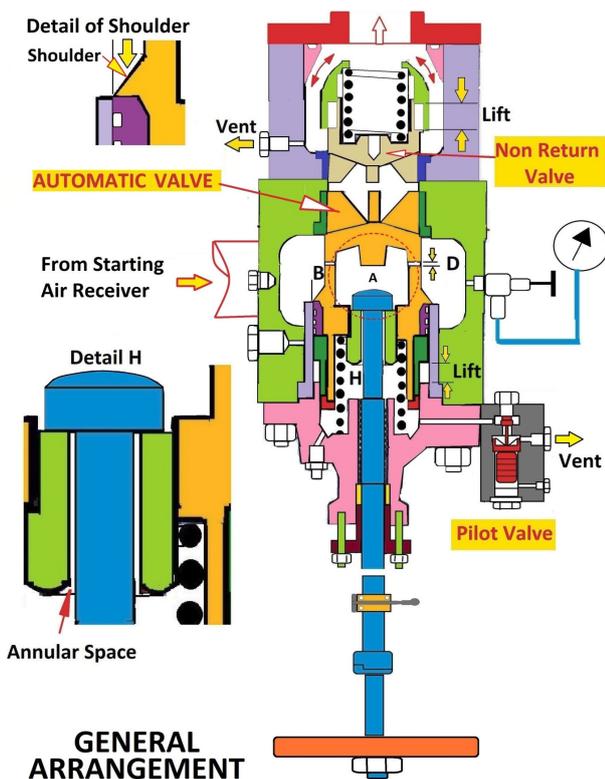


Illustration 1

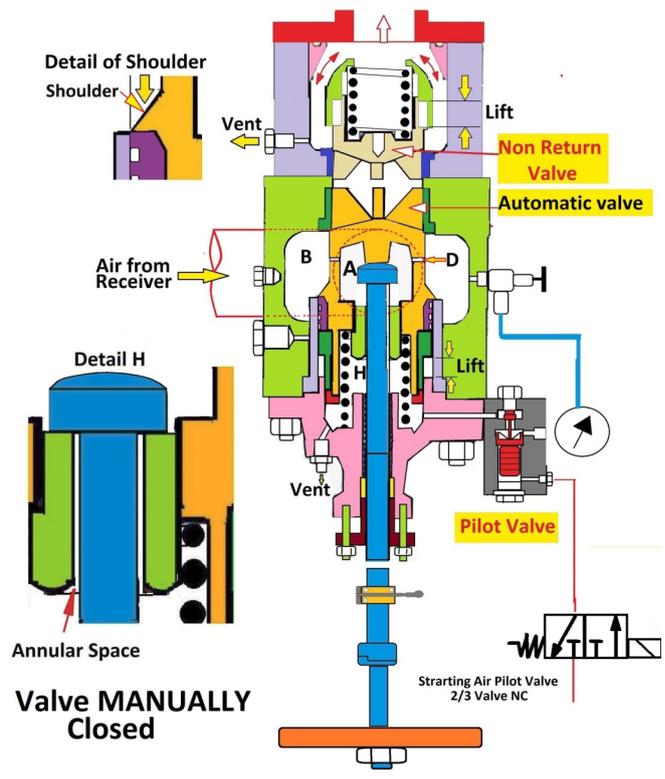


Illustration 2

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RANKED GRADE A1 (OUTSTANDING)

D. G. Shipping Approved Course

06
Days

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Basic Training for Oil and Chemical Tanker Cargo Operations

Entry Criteria: Any seafarer who has successfully completed approved Basic Safety Training Course as per STCW Section A-VI/1, para 2,3, Tables A-VI/1-1, A-VI/1-2, A – VI/1-3, A-VI/1-4

This course is principally intended for candidates for certification for basic training for oil and Chemical tanker cargo operations as specified in section A-VI/1-1 para 1 of the STCW Code as amended.

On successful completion of this course, candidates will be qualified in accordance with regulation Section A-VI/1 of the STCW code for Seafarers, 1978 as amended and will be eligible to carry out the assigned specific duties and responsibilities related to cargo or cargo equipment on Oil and Chemical Tankers



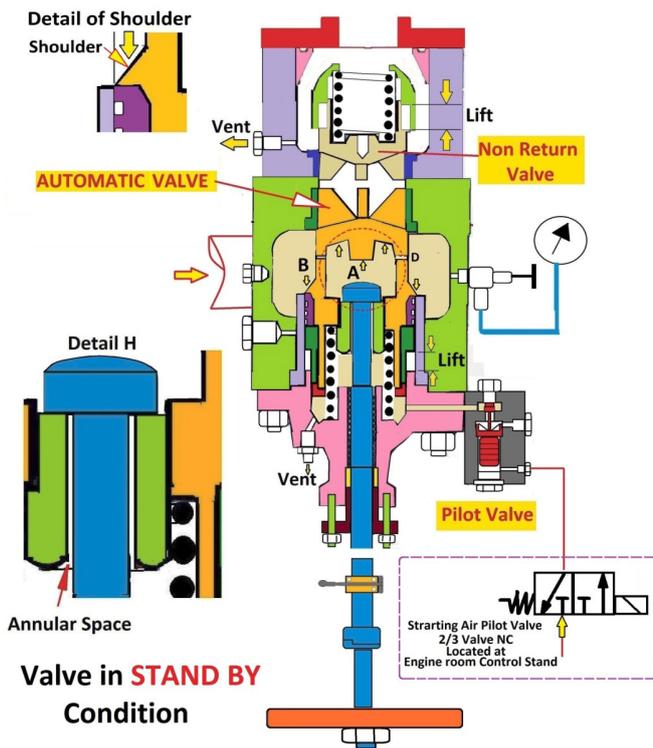
VENUE:- IMEI HOUSE, Plot No.94, Sector-19, Nerul, Navi Mumbai-400706

Course Date: 29th January 2024

For Registration [CLICK HERE](#)

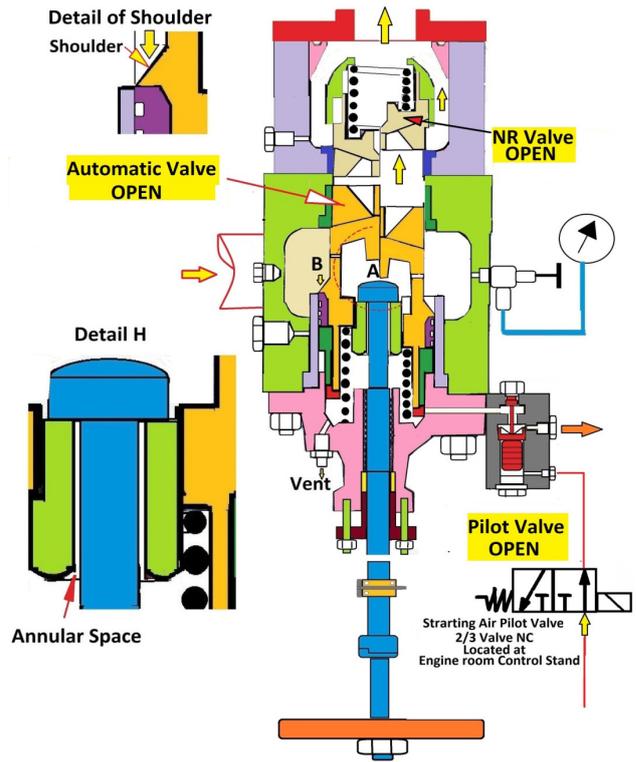
FOR MORE INFORMATION please email to training@imare.in or contact on

M: 8454847896/ Ph. No. - 022 2770 1664 & 27711663



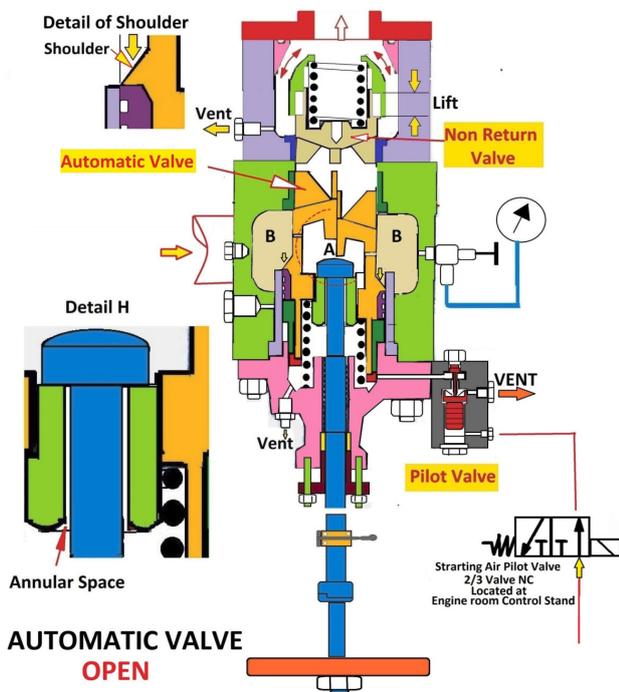
Starting Air pressure acting upon the upper side of the Automatic starting Stop Valve + the Spring force is GREATER THAN the Starting Air pressure acting upon the shoulder and hence remains CLOSED

Illustration 3



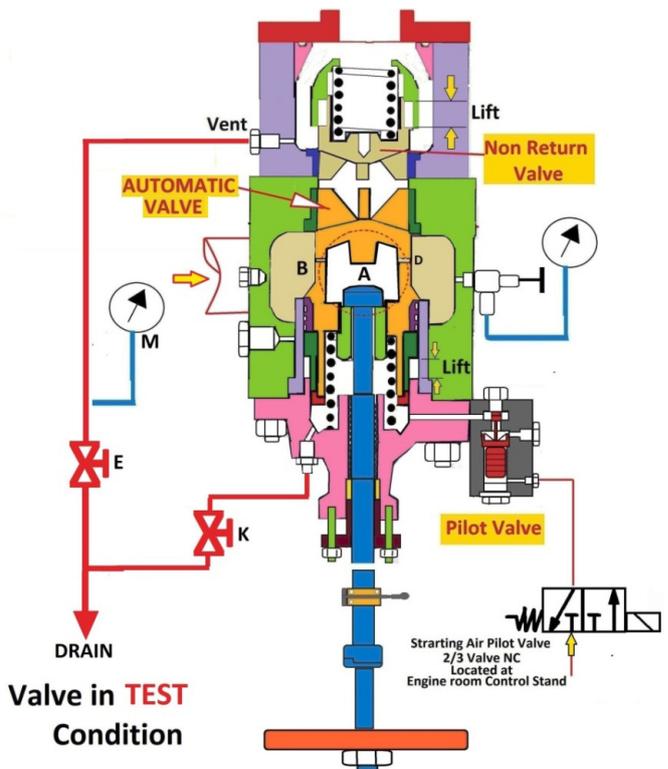
When the Automatic Starting Air Stop Valve opens, the starting air lifts the NR valve against the spring force and air is admitted into the starting air manifold (as seen on the right half of the illustration)

Illustration 5



As the chamber "A" is vented, the air pressure acting on the shoulder is greater than the spring force and opens the automatic valve against the spring force. This sequence is shown on the right half of the illustration

Illustration 4



Valve in TEST Condition

Illustration 6

When "STAND BY" is ordered on the Telegraph, the Automatic Starting Air Stop valve is manually opened.

When a movement is ordered from the Bridge, the telegraph is answered and the Starting Lever is shifted to "START" position. The starting lever mechanically

activates the Starting Air Pilot Valve that is located at the engine room control console. Refer Inset in illustration – 3 (2Posn; 3 way; Normally Closed – 2/3 NC)

Air pressure causes the vent valve (part of the pilot valve) to open. Air present in Chamber “A” passes through the annual space H and escapes through the vent. Now the air pressure acting on the shoulder is greater than the spring force and opens the Automatic valve against the spring force. (Refer to Illustration – 4 – Right hand side sectional view)

Air pressure now acts on the underside of the Non return valve and lifts it against the spring force, thus admitting starting air into the starting air system. (Refer to Illustration – 5 Right hand side sectional view)

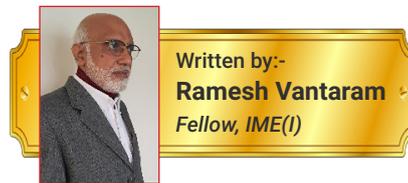
Testing of the Automatic starting Air Stop Valve

For safety reasons, engage the Turning gear so that compressed air is blocked to the starting

air pilot valve located at the engine room control console. Manually open the Automatic starting air Stop Valve

Open Valve K, air from the inner chamber A is relieved through drain and the automatic valve opens. The Non Return Valve also opens, admitting air into the Starting Air manifold, the starting air distributor and the cylinder head air starting valves.

To test the NR Valve, shut valve K and open valve E, an audible knock sound will confirm that the NR valve has shut. The pressure gauge M should register Zero pressure, indicating that there no pressurised air remaining in the starting air distribution system.



Pyare, These reports finally reach the DP CELL in Office

Sir, I never knew that there is DP cell in Office also. I thought it is in our Boiler

Ramesh.S

GOOD OIL AVOIDS TURMOIL

rmetc.co.in

youtube.com/@rmetcvideos

Chief Engineers Tea Time Talk

Fridge Compressor: A Small Mistake Becomes a Major Problem with a Longevity of Four Years

As on several occasions, I was sent as 'advance party' to 'take over' from another shipping company and prepare the ship for a 'flag change'. A long flight - Chennai to Bombay to Paris to Sao Paulo - and a 7 hour drive to Paranagua (Brazil) and I was on board, this time as Chief Engineer.

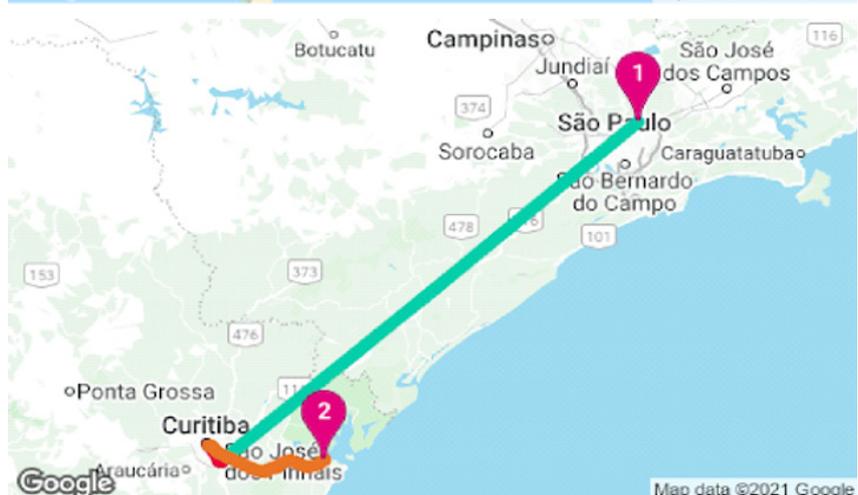
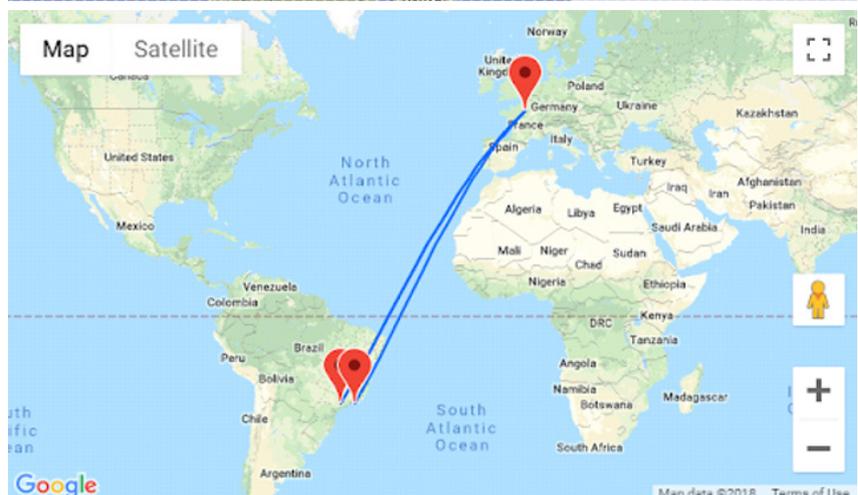
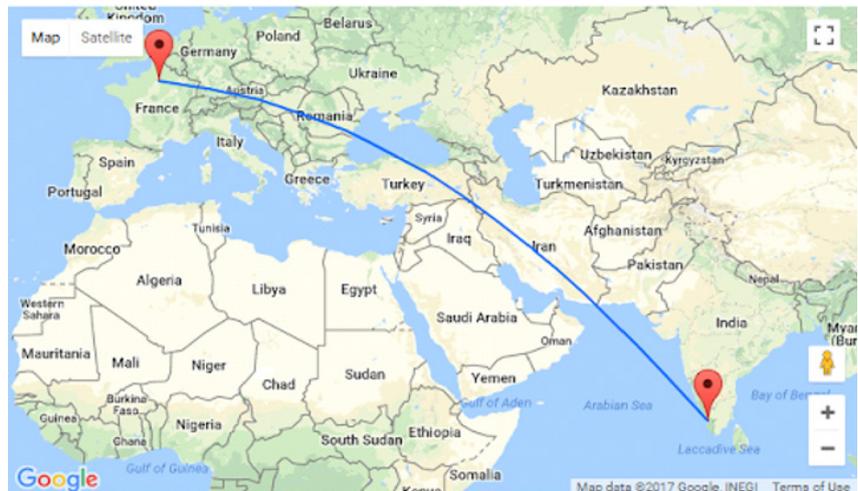
The ship's schedule was Paranagua to Fos (France), a 27 day voyage, where our crew would come aboard.

The vessel had just completed loading when we reached and boarded. It was touch and go, but I, later on, found that they had gone slow with the loading so we could reach the ship.

The ship, 'Ta----' was a scaled up version of the 'Ty----' and was part of a series of 6 ships built in a Shipyard in Japan, all six of them carrying successive Hull Numbers. The difference was she was a bulk carrier, had no cargo gear on deck, had side rolling hatches and with larger Engine Room and accommodation spaces, while the 'Ty----' was a Multi-Purpose Carrier semi container break bulk vessel with heavy lift capacity, with tanks for carrying palm oil or coconut oil.

Beautiful accommodation, Master and Chief Engineer cabins with massive bay windows, well designed and well equipped entertainment equipment of the day, a modern, large galley and a movie room with a 16 mm projector, with latest movie reels from their contracted source, later changed to Walport.

I was seeing, for the second time, side rolling hatches, operated by a hydraulic motor – chain combination





SETTING SAIL INTO ACADEMIC EMINENCE!

Celebrating academic achievement!

Mr. Sanjeev Vakil, CEO of the HIMT Group of Institutes, was conferred a PhD by the esteemed Indian Maritime University (IMU) on October 27, 2023. Her Excellency, the Honorable President of India, Smt. Droupadi Murmu was the Chief guest for the graduation ceremony.

The event was graced by a host of distinguished guests, including Shri Sarbananda Sonowal, Union Minister for Ports, Shipping, and Waterways, and AYUSH, Shri. R.N. Ravi, the Hon'ble Governor of Tamil Nadu, Shri. Shripad Naik, the Hon'ble Union Minister of State for Ports, Shipping and Waterways, and Tourism, and Dr. K Ponmudy, the Hon'ble Minister for Higher Education, Government of Tamil Nadu.

Dr. Malini V. Shankar, Vice Chancellor of IMU, and Dr. Rajoo Balaji, the Pro Vice Chancellor of IMU presided over the ceremony, and many eminent personalities from the maritime industry witnessed such once in lifetime graduation ceremony, where in President of India was the chief guest.

Over a six-year journey marked by unwavering commitment, Mr. Sanjeev Vakil has not only steered HIMT to new heights but has also paralleled this with a scholarly pursuit that culminated in an outstanding academic feat. His seminal research titled "Maritime Education and Training of the Past, the Present, and for the Autonomous Ships of the Future", exemplifies an exceptional fusion of visionary leadership and scholarly innovation. This pivotal achievement underscores a voyage of growth for HIMT under his guidance, setting a benchmark in both educational excellence and professional maritime leadership.

with hydraulic jacks. I was seeing, for the second time, a deck that was devoid of cargo gear, always a boon to the engineer's eye.

As I had experienced and witnessed before on the 'Tr--', there was no cooperation from the engineers on board. The First Engineer was the only one who was tolerably friendly in the beginning. I resigned myself to spending the next 27 days without any cooperation. "*Athithi Devo Bhava*" (loosely translated from Sanskrit as 'A Guest is God') was not, and never had been, part of their culture.

But, every tale has its twists - so did mine. However humble one may think one is, there is always that inner devil within oneself chortling with glee when you are able to solve problems that others had given up on, especially if they are a different, especially snobbish, crew.

We were on a long voyage of about 27 days, carrying iron ore to France, from approximately 25 degrees South of the Equator to about 43 degrees North of the Equator, from the South Atlantic Ocean through the North Atlantic Ocean. (25.5201° S, 48.5099° W to 43.4379° N, 4.9457° E). A long voyage for a takeover, with a relatively unfriendly crowd. Unfriendly because we were taking away their jobs or so they said. Actually, they were - mostly - being transferred to a brand new ship, a Super Carrier. They also gave many plain and forceful indications that we were not their equal in terms of professionalism.

THE FIRST WEDGE INTO THEIR WALL OF INDIFFERENCE

Now, I was on a ship that was the sister of "Ty--" in most aspects, having been built in the same shipyard. Hence, I was pretty familiar with the layout. Added to that, having served on bulk carriers earlier, I quickly became familiar with the ballast system and other pipe lines.

The Main Engine (Mitsui B&W) was a larger version, the Engine Room lay out mostly the same, but much larger, and I quickly felt at home.

The Engine Room and its machinery were very well maintained - it was an Engineer's delight. Taking over such a ship meant fewer problems, with only the necessity to stick to a good maintenance plan.

Two days had passed and I was only a tolerated presence in the Engine Room. It really did not bother me, but I needed their assistance in one very important aspect - that of Flag Change inspections, for which I had a voluminous checklist - which co-operation did not seem likely.

On the second afternoon at sea, they had a generator problem, where the generator was tripping off the Main Switch Board. Their Chief Engineer, Electrician and First Engineer worked on it, poring over circuit diagrams that evening and well into the next day. About 3 PM the next day they gave up. Their Chief Engineer told me 'Don't worry, we'll get it fixed at the next port before we hand over' and he went up, along with the Electrician.

The circuit diagrams were still spread out on the Engine Control Room table, so I started looking at them. Although I was never good at circuit diagrams, I found that I understood the circuit as it was exactly the same as on the 'Ty--', when we had an exactly similar problem of the generator not staying on load.

I asked the First Engineer if I could try to solve the problem. He said I was welcome to try, but in a condescending way, like 'what can this guy do that we couldn't' sort of expression. I once again checked the circuit diagram, asked for a stopwatch, (which request was met with a puzzled expression of 'duh?') asked him to start the generator and try putting it on load. With the stopwatch, I determined that the trip occurred repeatedly



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Basic Training for Ships using
Fuels covered within

5
Days

★ **Advanced IGF** **Course Id-5312**

Advanced Training for Ships
using Fuels covered within IGF

5
Days



Course Dates:

Basic IGF: 5th Feb 2024/ 20th Feb 2024/ 4th March 2024/ 18th March 2024

Advanced IGF: 30th Jan 2024/ 13th Feb 2024/12th March 2024

Time: 8:30am - 4:30pm

Registration Link: <https://imeimum.marineims.com/course/register>

Course Fee: Rs.15000/- (per participant inclusive of Taxes)/Rs.13500/- For IME (I) Members (inclusive of Taxes)

MEO CL-I (FG)	2 months	01st Mar 2024 / 01st May 2024 / 01st July 2024 / 02nd Sept 2024/ 01st Nov 2024	Rs. 30000/-	CLICK HERE
MEO CL-III NCV-CEO	2 months	1 st July 2024	Rs. 25000/-	CLICK HERE
MEO CL-II (FG) - NEW	4 Months	1 st Feb 2024/ 1 st March 2024	Rs. 40000/-	CLICK HERE
MEO CL-III NCV-SEO PART - A	2 months	1st February 2024/ 1st August 2024	Rs. 25000/-	CLICK HERE
MEO CL-III NCV-SEO PART - B	4 Months	May 2024	Rs. 38000/-	CLICK HERE
MEO. CL-IV NCV	4 Months	01st July 2024	Rs. 31000/-	CLICK HERE
Diesel Engine Gas Combustion Simulator for MEO Class I	3 Days	27th February 2024/ 1st March 2024/ 5th March 2024/ 27th April 2024/ 2nd May 2024/ 6th May 2024/ 27th June 2024/ 1st July 2024/ 4th July 2024/ 29th August 2024/ 2nd September 2024/ 5th September 2024/ 29th October 2024/ 4th November 2024/ 7th November 2024/ 28th December 2024	Rs. 12000/-	CLICK HERE
Engine Room Simulator Management Level for MEO Class II	5 Days	25th Jan 2024/ 1st Feb 2024/ 24th Feb 2024/ 1st March 2024/ 26th March 2024/ 1st Apr 2024/ 25th Apr 2024/ 2nd May 2024/ 27th May 2024/ 1st June 2024/ 25th June 2024/ 1st July 2024/ 26th July 2024/ 1st Aug 2024/ 27th Aug 2024/ 2nd Sep 2024/ 25th Sep 2024/ 1st Oct 2024/ 26th Oct 2024/ 1st Nov 2024/ 26th Nov 2024/ 2nd Dec 2024/ 26th Dec 2024	Rs.14000/-	CLICK HERE
Engine Room Simulator Operational Level for MEO Class IV	3 Days	12th February 2024/ 20th February 2024/ 11th March 2024/ 21st March 2024/ 08th April 2024/ 18th April 2024	Rs. 9990/-	CLICK HERE
Refresher Updating Training Course for all Engineers (RUCE)	3 Days	8th Feb 2024/ 21st Feb 2024/ 5th March 2024/ 20th March 2024/ 8th April 2024/ 22nd April 2024	Rs. 7000/-	CLICK HERE
Basic Training for Ships using Fuels covered within IGF code Course	5 Days	5th Feb 2024/ 20th Feb 2024/ 4th March 2024/ 18th March 2024	Rs. 14500/-	CLICK HERE
Advanced Trg. for Ships using Fuels covered within IGF code	5 Days	30th Jan 2024/ 13th Feb 2024/ 12th March 2024	Rs. 20500/-	CLICK HERE
Assessment, Examination and Certification of Seafarers	10 Days	4 th March 2024	Rs. 15500/-	CLICK HERE



exactly at 10 seconds. I checked the setting on the dials of timers inside the switch board, saw (Omron) Timer T3 (after more than 35 years, I still remember that it was T3) was set to 10 seconds, reset the timer by bringing it to '0' and again setting it back to 10 seconds.

I, then, asked the First Engineer to once again try to load the generator. It did not trip. The First Engineer kept saying "It will trip now, it will trip now ..." and, after five minutes of the generator running normally, he reluctantly agreed that the problem had been solved. He called the Chief Engineer and Electrician down and they stopped and started the generator, put it on load and took it off load again and again for the next hour, expecting it to fail, hoping it would fail. But, like the 'Duracell' battery, it kept going and going.

I, of course, had resorted to a bit of subterfuge and did not tell them that I had faced the very same problem on my last ship, where I had an excellent Electrician (ex Indian Navy) to diagnose and solve the problem. That Electrician had diagnosed the problem in 4 hours and traced it to the same timer using his instruments and renewed it from the spares. On checking the defective

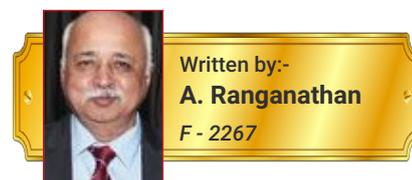
one, we had found that by bringing the dial to zero, a click could be heard, wherein it had reset itself. Reusing it on the generator circuit, it worked fine.

A great example was about one of ships in my previous company. The previous owners sold a one year old ship at a pretty discounted rate to an Indian company. As the days passed, we suspected that the cause of such a garage sale was that the Main Engine misses 3 out of 5 reversal starts. They had brought in B&W experts on several occasions. So did we, for that matter, all to no avail. I left the ship after a few months, having been transferred to another of the Company's vessels, on promotion to Second Engineer.

The problem was solved a year later, when the ship's staff did a maintenance check of the starting and reversing pneumatic circuit. One pneumatic valve on the reversing circuit was not operating properly - it was operating very slowly, suggesting a sticking piston but the sluggishness of the piston was because a plastic plug was blocking a drain hole. This valve, on the reversing circuit, when it is supposed to be operated by a control airline, was meant to drain a portion of the air in the pneumatic line reversing circuit. The plug had not been removed when newly installed. Plug removed, she reversed like a dream. Why she reversed 40% of the time was because of a small hole in the plastic plug, probably to ensure that no water remains in the packed, new valve, before installation. The size of the plastic plug was about 10 mm, which was the size of the drain hole, and the size of the pinhole was about 2 mm.

I always looked for simple solutions, never complex ones.

A couple of days prior arrival Fos, a grand party was organised by the Captain, on the after deck, where I was the Chief Guest. I was presented a set of top quality wine glasses with their company's logo imprinted on each glass. I still have it at home.



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